Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 12835
MEPA Analyst: Bill Gage
Phone: 617-626-1025

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Reconstruction of Lower Hampden Road		
Street: Lower Hampden Road		
Municipality: Monson	Watershed: Chicopee	
Universal Tranverse Mercator Coordinates: Start x: 717200, y: 4659700 Finish x: 721880, y: 4662820	Latitude: 42°03'41"N to 42°05'18"N Longitude: 72°22'21"N to 72°18'60"N	
Estimated commencement date: Fall 02	Estimated completion date: Fall 03	
Approximate cost: $4,700,000	Status of project design: 100% design phase	
Proponent: Massachusetts Highway Department and the Town of Monson		
Street: 10 Park Plaza, Room 4260		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Grace Arthur		
Firm/Agency: MassHighway	Street: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 617-973-8251	Fax: 617-973-8879	E-mail:Grace.Arthur@state.ma.us

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☐ Yes ☒ No

Has this project been filed with MEPA before?
☐ Yes (EOEA No._____) ☒ No

Has any project on this site been filed with MEPA before?
☐ Yes (EOEA No._____) ☒ No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8))	☐ Yes	☒ No
a Special Review Procedure? (see 301CMR 11.09)	☐ Yes	☒ No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐ Yes	☒ No
a Phase I Waiver? (see 301 CMR 11.11)	☐ Yes	☒ No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): **FHWA 80%, MassHighway 20%**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
☐ Yes(Specify_____) ☒ No

List Local or Federal Permits and Approvals: **Monson Conservation Commission, Notice of Intent ACOE PGPI**

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- ☐ Land
- ☐ Water
- ☐ Energy
- ☐ ACEC
- ☐ Rare Species
- ☐ Wastewater
- ☐ Air
- ☐ Regulations
- ☐ Wetlands, Waterways, & Tidelands
- ☒ Transportation
- ☐ Solid & Hazardous Waste
- ☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	20 acres		
New acres of land altered		6 acres	
Acres of impervious area	10 acres	4 acres	14 acres
Square feet of new bordering vegetated wetlands alteration		4,241 sq ft	
Square feet of new other wetland alteration		180 sq ft LUW Headwall Replacement	
Acres of new non-water dependent use of tidelands or waterways		N/A	
STRUCTURES			
Gross square footage	N/A	N/A	N/A
Number of housing units	N/A	N/A	N/A
Maximum height (in feet)	N/A	N/A	N/A
TRANSPORTATION			
Vehicle trips per day	900	0	900
Parking spaces	N/A	N/A	N/A
WATER/WASTEWATER			
Gallons/day (GPD) of water use	N/A	N/A	N/A
GPD water withdrawal	N/A	N/A	N/A
GPD wastewater generation/ treatment	N/A	N/A	N/A
Length of water/sewer mains (in miles)	N/A	N/A	N/A

State Permits & Approvals

- ☒ Order of Conditions
- ☐ Superceding Order of Conditions
- ☐ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☐ DEP or MWRA Sewer Connection/ Extension Permit
- ☐ Other Permits (*including Legislative Approvals*) – Specify:

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CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

☐ Yes (Specify_____) ☒ No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

☐ Yes (Specify_____) ☒ No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

☒Yes (Specify_Wood and Spotted Turtle) ☐No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth? **MassHighway's CRS will coordinate its review with the MHC in compliance with sate Chapter 254 or Federal Section 106 (as appropriate).**

☐Yes (Specify_____) ☐No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

☐Yes (Specify_____) ☐No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

☐Yes (Specify_____) ☒No

PROJECT DESCRIPTION: The project description should include **(a)** a description of the project site, **(b)** a description of both on-site and off-site alternatives and the impacts associated with each alternative, and **(c)** potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

The Massachusetts Highway Department (MassHighway), in conjunction with the Town of Monson, proposes to reconstruct Lower Hampden Road from the Hampden/Monson town line to its terminus at Elm Street, a distance of approximately 6.65 kilometers (4.13 miles). Lower Hampden Road is classified according to the Federal Aid Classification System as a "Rural Major Collector", carrying two lanes of traffic at approximately 900 vehicles per day (ADT). The existing Lower Hampden Road has a typical paved cross-section width of 6.1 meters (20 ft), with grass shoulders of variable width and no edge treatment such as curb or berm. Overall, the existing pavement condition is poor with areas of rutting, cracking, and raveling evident. There are considerable horizontal and vertical sight distance problems, including a very severe curve at the May Hill Road intersection. Accident rates also indicate the need for improved safety conditions along the roadway. The statewide average accident rate for this roadway classification is 2.2 accidents per million vehicle miles of travel (MVM). Recent accident history for Lower Hampden Road has indicated 4 accidents per MVM and more specifically, 10.2 accidents per MVM within 1/2 mile of the May Hill Road intersection.

The reconstruction of Lower Hampden Road was designed with low speed low volume standards. The roadway has two typical cross-sections. The first cross section begins at the project start at the Monson and Hampden town line and continues through to pole #15 (station 62+60). This first cross section achieves a paved width of 8.5 meters (27.9 ft) which includes two 3.25 meter (10.7 ft) travel lanes, and two 1.0 meter (3.3 ft) paved shoulders. The second proposed cross section is located between pole #15 and the project terminus at Elm Street. This second cross section achieves a uniform paved width of 8.5 meters (27.9 ft) which includes two 3.25 meter (10.7 ft) travel lanes, and two 1.0 meter (3.28 ft) shoulders. A 1.525 meter (5.0 ft) concrete sidewalk will also be constructed on the north side of the roadway in this second area. Wetland resource areas along the project corridor run in close proximity and generally parallel to the roadway. As a result, the typical cross sections in these areas have been modified to reduce wetland impacts. Modifications are wetland area site specific and include reducing the 1.0 meter (3.3 ft) paved shoulders to 0.5 meters (1.6 ft), reducing side slopes from 4:1 to 2:1, the use of slope paving (1:1 slope), and the incorporation of cemented stone masonry retaining walls. By

reducing the shoulder widths by 0.5 meters on each side of the roadway the cross section has been reduced to 7.5 meters. A significant amount of cost has been incorporated into the design for the reduction of wetland resource area impacts.

The lack of adequate drainage provisions along the project corridor is of significant concern as a cause of pavement stress and failure, and a safety hazard during times of inclement weather. The proposed drainage system will combine open drainage with deep sump catch basins throughout the project corridor. A closed drainage system, comprised of deep sump catchment basins and vegetated swales will be established in developed areas, and areas with substantial vertical grade. In undeveloped areas with tolerable vertical grades, the existing "country drainage" will be maintained, with slope grading and drainage ditches where appropriate to convey runoff beyond pavement and base structure.

The project, as proposed, will maintain and improve the existing roadway, including widening (limited to less than a single lane width) resulting in drainage system and road safety improvements. Work as proposed includes earth excavation, excavation by cold planer, full depth bituminous concrete pavement reconstruction, drainage system upgrade, bituminous concrete berm installation, guardrail installation, pavement marking and signage installation, landscaping, and other incidental work. Pursuant to the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.53 (3)(f)) this work falls under the description of a "limited" status project. Pursuant to the Massachusetts Wetlands Protection Act Regulations at 310 CMR 10.58(5) and the DEP's Stormwater Management Policy this project may be categorized as a redevelopment project. All work will conform to the general performance standards of the Massachusetts Wetlands Protection Act (MGL c. 131 § 40) and its implementing regulations at 310 CMR 10.00 *et. seq.*. Measures taken to reduce impacts to wetland areas include reduction of side slopes, and retaining walls. BMP's incorporated into the construction phase of the project, to prevent sediment from entering resource areas, include the use of sedimentation traps, temporary sedimentation basins, and typical haybale and silt fence along resource areas.

On-site and off-site alternatives for the reconstruction of Lower Hampden Road would not be practical. According to DEP guidelines on the scope of alternatives to be considered for a redevelopment project, alternatives are limited to the existing right-of-way and adjacent areas. Adjacent areas consist of private property. It would be cost prohibitive to purchase the adjacent land to bypass impacts to wetland areas. Furthermore, intermittent and perennial streams generally run perpendicular to the roadway and shifting the existing roadway would significantly impact wetland resource areas associated with these streams. Pavement overlay was also considered as an option. This option would allow the underlying failing pavement conditions to exist and would not correct existing drainage problems. The preferred option is to correct the sub-standard drainage problems and poor pavement conditions while minimizing potential impacts to wetlands to the greatest extent practical as proposed.

The project as proposed requires an ENF pursuant to the Massachusetts Environmental Policy Act (MGL c. 30 § 61-62H) and its implementing regulations at 301 CMR 11.03(6)(b)1.b, where construction is limited to "widening of an existing roadway by four or more feet for one-half mile or more miles"; and 301 CMR 11.03(6)(b)2.b where project requires the cutting of "five or more living public shade trees of 14 or more inches in diameter at breast height". Roadway reconstruction for Lower Hampden Road will result in the removal and replacement of approximately 54 public shade trees.